

MODELS: Douglas (Army) A-24B and (Navy) SBD-5 (Approved 1/9/47)

SPEC. NUMBER: L-4-3

(Eligible for Certification in Limited Category Only.)

(Holder of Limited Type Certificate: Seaboard and Western Airlines, Inc., New York, NY)

Engine	Wright R-1820-60
Fuel	100 min. octane aviation gasoline
Engine limits (See NOTE 2)	Maximum, except takeoff (low blower) (Sea level) 43.0 in. Hg., 2400 rpm (1100 hp) or 39.5 in. Hg., 2300 rpm (1000 hp) (6900 ft.) 37.2 in. Hg., 2300 rpm (1000 hp) (5500 ft.) 40.0 in. Hg., 2400 rpm (1100 hp) Maximum, except takeoff (high blower) (15,200 ft.) 40.0 in. Hg., 2300 rpm (900 hp) (9700 ft.) 42.5 in. Hg., 2300 rpm (900 hp) Takeoff (low blower) (five minutes) (Sea level) 45.5 in. Hg., 2500 rpm (1200 hp) or 43.0 in. Hg., 2350 rpm (1100 hp) Takeoff (high blower) (five minutes) (14,200 ft.) 44.5 in. Hg., 2500 rpm (1000 hp) (9200 ft.) 46.0 in. Hg., 2500 rpm (1000 hp)
Propeller	Hamilton Standard 33D5J-111/-143 hub, 6511A-9 blades Governor 4G10-G4C
Airspeed limits	(See NOTE 2) Glide or dive - 425 mph
Maximum weight	Takeoff 9000 lbs.; landing 9500 lbs.
C.G. range	24.5 percent to 31.4 percent MAC (Landing gear retraction has no effect on C.G. movement)
Datum	69.33 inches forward of jir point on leading edge of wing
MAC	100 inches, L.E. MAC 75.7 in.
Other Operating Limitations	Army Technical Order No. AN-01-40, A1-1
Certification basis	Limited Type Certificate No. 4 (CAR 9 effective 11/21/46)
Production basis	None may be produced under this approval
Export eligibility	Not eligible for a Certificate of Airworthiness for Export

EQUIPMENT:

No equipment other than engines and propellers are specified. However, such equipment as required by Civil Air Regulations Part 43.30 for the particular operation authorized for NC aircraft must be installed. Also, any additional equipment necessary for proper operation of the aircraft.

In addition, the aircraft may incorporate such military equipment (except armament) as was originally incorporated in the type for military or naval service. Additional equipment may be installed as can be substantiated on the basis that it presents no obvious hazard to safety.

NOTE 1. Weight and Balance Report including list of equipment included in the certificated empty weight must be submitted for each aircraft. Army or Navy weight records in current condition may be submitted in lieu of an actual weight. The equipment list need include no more than the following:

- (a) Required equipment as defined under "EQUIPMENT" above.
- (b) Additional items as may be reasonably considered removable and are so located or of such weight that their removal or addition could noticeably affect the weight and balance of the aircraft. Items built into the aircraft structure need not be listed. The equipment list must be prepared by the applicant for the approval of the certificating C.A.A. representative, and in such form that it can

be attached to the C.A.A. Operation Limitations.

NOTE 2. The following placards must be prominently displayed in the positions indicated:

- (a) In full view of passengers: "This is a military type aircraft and under the Civil Air Regulations shall not be used for the carriage of passengers or cargo for compensation or hire."
- (b) In the cockpit in full view of the pilot: "Do not extend landing gear above 145 mph."
"Do not open landing flaps above 125 mph."
"Maximum speed landing gear down 145 mph."
"Avoid continuous operation in range of 1600 to 1750 rpm."

NOTE 3. The following statement must appear on the Operation Limitations:
"This airplane must be operated at all times within the limitations set forth in Army Technical Order No. AN-01-40AM-1 except for limitations specifically called out in this aircraft specification in which case the values given in aircraft specification AL-4 must be observed. A copy of the pertinent Army Technical Order and aircraft specification AL-4 must be carried during flight." In all cases it will be the responsibility of the applicant to secure copies of the Army Technical and Navy Service Change Orders. The C.A.A. does not have these documents available for distribution.

NOTE 4. All structural repairs should be made in accordance with Army Technical Order AN-40AM-2. If any repairs or modifications (other than those covered in the pertinent Army or Navy repair manual) are made prior to and/or subsequent to NL certification, it is the responsibility of the owner to furnish sufficient evidence to a C.A.A. representative to show that the modified airplane maintains the same degree of airworthiness as the original. The C.A.A. can give no technical assistance on such matters since complete structural data for NL aircraft are not required by Part 9 and therefore are not available in the C.A.A.

NOTE 5. For certification for night flying the following must be accomplished:

- (a) Replace the wing position lights with certificated units or satisfactorily modify the lights if pertinent.
NOTE: Type A-9 wing position lights (AN-3033-5 through -8) may be satisfactorily modified by painting the inside frosted portion of the cover black. Type A-9 (AN-3033-1 through -4) are satisfactory without modification.
- (b) Replace the tail light with a certificated unit.
- (c) If "Bright and Dim" conditions are provided for the position lights, either the resistors should be disconnected from the circuits and a single-pole-single-throw switch should be used to replace the two single-pole-double-throw switches presently installed for wing tip and tail lights, or the switches should be placarded to indicate that only the "bright condition" should be used. In either case the tail light and wing-tip lights should operate on one switch.

NOTE 6. Dive flaps must be rendered inoperative.

No original NL airworthiness certificates may be issued after 8/31/49. The list of mandatory changes required prior to original certification may be obtained from CAA Aircraft Service, Washington 25, D.C. Attn: A-298.